corner of Thirteenth and H streets, and the building has just been remodeled from basement to roof to accommodate the several departments of the company. Three entire floors of this build-

ing will be used. The first as a show-room for the Reading Standard motor-

cycle, for which this concern is Wash-ington representative; automobile, mo-torcycle, and bicycle tires, tubes, parts, and accessories; the second and third

automobile from a tin can."

age. Robert

ARMY MOTOR TRUCK DOES GREAT WORK

Performance at Fort Myer Astonishing to All Those Who Saw Test.

The army officials and newspaper men who witnessed the astounding performances of a truck at Fort Myer Tuesday came away with one certain satisfac tion-that, thanks to this wonderful accomplishment of the Thomas B. Jeffery Company-the Jeffery quad, four-whee steer and drive-the United States has unquestionable "preparedness" in one Important department of the army, namely, its trucks.

The quad did stunts that stamp it ideal for service in practically any sort of country. Alone, it climbed in and out of almost every sort of difficultymudholes, gullies, stiffest grades, and embankments-with such astonishing ease that Capt. Arthur Cranston, for merly United States Army, special rep-

It turned abruptly to the left and be It turned abruptly to the left and began a climb of a fifteen-foot embankment so steep that, as it started upward, the sharp angle reminded onlockers of nothing so much as a spirited horse, thrown back on its haunches, its forefeet in mid air. The front wheels of the truck well up on the side of the embankment, the rear wheels at its base, the quad, without the slightest hesitancy, climbed up to the top, hauling its train of artillery after.

Then, in rapid succession, it duplicated the performances it had made earlier in the afternoon, this time pulling—almost indifferent of the great weight it seemed—the artillery along in its wake.

Several of the embankments and gul Hes through which the quad nulled its heavy loads were so steep and afforded such poor traction that it is doubtful if even the most powerful of pleasure cars could climb them.

one of these was so sharp, both in the descent on the approaching side that the cent on the opposite side that first bree the quad began its that the a rillery in the rear and the ruck in front formed two sides of a limit that the arillery in the rear and the ruck in formed two sides of a limit was up the far embankment, be truck must fall, ost traction and the dead weight in the rear was making the truck's front wheels dig deeper holes in the bank. But foot by foot the truck gained ground until the front wheels rested at the top. Then with a lusty roar the big truck pulled its peace arguments along to the summit.

One of the newspaper men who was

One of the newspaper men who was

present expressed most aptly the futility of a resume of the quad's exhibition. After the party left the parade ground for Washington, he remarked "H-, I don't believe it." audience was made up as fol-

Army-Col. Samuel Reber, Chief of ton, civilian ex pert, Q, M, C,
Marine Corps—Col. Lajeune, Major
Roosevelt, Capt. Breckenridge, Capt.
Fortson and Capt. Williams.
Navy—Capt. Wheeler and Chief Gunner Martin.

Navy—Capt. Wheeler and Chief Gunner Martin.

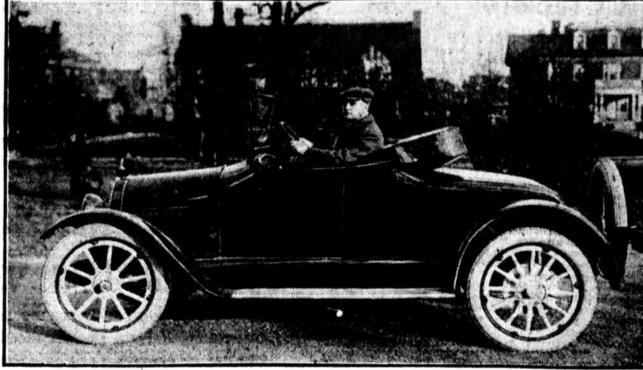
C. A. Carlson. local manager of the Troy Wagon Works, whose trailers were used in the test; J. S. Combs. head of the Combs Motor Company. Washington representatives for Jeffery pleasure cars; H. E. Duckstein, of the Post, and the Times automobile editor.

Terms Easily Understood In New Instruction Book

Fault frequently has been found with the hopeless character of some instruction books, from which owners are expected to learn how to operate and care for their motor cars. To the novice the average instruction book is about as understandable as a Chinese laundry list, while to even the most experienced it is often perplexing. Too many of these works are constructed upon the lines of a treatise intended for an engineer, and not as an educational book for some one who buys an automobile

so that every part of the car can be readily understood and located. The book offers suggestions that mean for longer life of an automobile; describes the controls in detail, how to raise and the controls in detail, how to raise and calls for throughout the rest of the the controls in detail, how to raise and lower the Studebaker one-man top, how to mount a spare rim, and the simple method of changing tires on the specially constructed Studebaker demountable rims. The functions and operation of the carburetor and the electrical lubrication and motor cooling systems are fully described. No detail is overlooked.

UMPIRE IS MOTOR ENTHUSIAST



American League Arbiter Billy Evans and his Stearns-Knight "Four" Roadster.

merly United States Army, special representative of the Jeffery Company, requested that army "trailers," laden with scrap iron and stones, be hitched behind. Two of these wagons were loaded and hitched to the quad. The truck, itself heavily laden, then pulled the trailers over the same difficult embarkments, through the same cuts, and up the same steep streetches that it had traversed alone a few minutes before. A regulation artillery set, with gun and caisson, were then hauled out and the quad began what was the most remarkable of all its performances of the afternoon. IN MOTOR SAFETY

What are the factors which make s motor car safe?

This is a question on which motorists are beginning to agree, although there has been a great deal of discussion re garding it during the past years. In the first place, is speed a danger

or a safety factor? At first blush, one would be inclined to say "danger." but W. E. Stalnaker, of the Pathfinder Company, makes the startling statement that speed is one of the most pronounced contributors to safety that a notor car possesses, providing, always, the recent high speed events where the time ran higher than one hundred miles

per hour.
I do not mean that this tremendous speed would not have been extremely hazardous when cars were built poorly. but with modern construction, which is designed with speed constantly in mind, the element of speed has very little awa for the average spectator or partici-

Apace With Railway.

The old-fashioned narrow gauge trains would have dashed off the track at one-half the speed which today's transcontinental trains make every hour with utter impunity. The railway has not run away from the motor car in the development of safety devices. While the motor car has a great deal harder conditions to combat than does the railway, it has met them quite successfully It does not take much of an imagina-Army-Col. Samuel Reber, Chief of Aviation Corps; Major Wallace, Signal Corps; Colonels Littell and Baker of the Quartermaster Corps: Capt. Mortiper, Field Artillery: Capt. Wilson, Coast Artillery: Captains Kingman and Paulis, Engineer Corps, and Mrs. Britten experience of the Corps of the C

Vibration Anti-safety Influence.

Vibration has been the anti-safety influence which all engineers have been for pleasure, and not for the purpose of striving to conquer. And the battle taking up a course in mechanics.

Only the plainest and simplest English is used in the Studebaker instruction book. It is excellently illustrated.

St. Louis Motorcycle Louis Motorcycle Police Are "Fordized" MOTOR FIRM OPENS

The motorcycle squads of all impor tant cities have done nearly everything to make themselves less conspicuous to the joyrider and the chauffeur who thinks speed laws are made only to be They have donned citizens' clothes, khaki uniforms, etc., but the weather eye of the motorist usually is given considerable exercise through given considerable exercise through backward glances, as with the other he reads the sign. "Speed limit fifteen miles an hour," and then steps on the accelerator until the speedometer registers twenty, twenty-five and over an hour. St. Louis speeders have the habit of slowing down at the sight of every motorcycle and then picking up again as soon as they discover that it is not a police department cycle. Because of this it has become almost impossible for the Mound City motorcycle squad to ob-

the Mound City motorcycle squad to ob-tain evidence of speeding or to make arrests. that other essential conditions are right. He cites, for example, the number of accidents in motor car racing when motors were slow, as compared to the comparative freedom from accidents in cycle squad. The policemen in the Ford speeder-chasers will wear civilian clothes, and it is expected that speed law violators will be unable to recognize

the police Fords from the many others to be seen on the streets.
"The addition of the Ford," says Chief "The addition of the Ford," says Chief Young, of St. Louis, "is expected to add an element of uncertainty which will deter speeders, whether or not the Ford is able to overtake them. If the driver who has concluded to speed sees in every Ford which he passes a possible police officer, he will move more slowity. If he does speed and the officer is unable to overtake him I am sure it will the policeman close! at least bring the policeman close enough to the offender to get the license number, and that is all we need

Followed the Hounds

COLUMBIA, Tenn., Dec. 11 .- Sportsmen assembled from all over the United

than has the railroad train, with its perfectly true and unyielding steel track and heavily ballasted roadbed. Then, too, there is not the matter of soft resilient pneumatic tires to contend with in the case of the railway train.

Tire Maker Did Much.

The tire maker has done as much to make motoring safe as any one. Then comes the spring maker, and the high-grade specialist, who is responsible for the little steering knuckles, which dare not give way. You seldom hear of a broken steering knuckle these days—it used to be quite common.

But while you are enumerating the parts makers have contributed to safety, don't forget the man who makes the motor itself. A wild unbalanced motor is one of the most dangerous

Underwood Given **Appropriations Place**

Senator Underwood will be put on the Appropriations Committee, one of the most important of the Senate.

The assignments will be announced on Monday.

Senator Phelan of California will go on Naval Affairs in place of Senator Perkins, who has retired.

Among the Republicans, there has been a spirited fight for places on the Foreign Relations Committee. Senators Oliver, of Pennsylvania and Brandegee of Connecticut have been given places thereon.

To Meet Monday. The executive committee of the Wash-

ngton Board of Trade will meet in the board rooms at 1 o'clock Monday after-noon.

MOTOR CAR FIRM TO DEVELOP AEROS

President H. B. Joy Explains Why Packard Company Will Enter Field.

When asked as to the reported aclivity of the Packard Motor Car company in the aeronautical field. President Henry B. Joy made the following statement:

"Yes, it is true that the Packard Company has felt that on account of elaborate engineering studies which it has accomplished in recent years which have led it to the Twin Bix type of motor, that it has become incumbent upon it to develop aerocraft motors for military purposes. "I have recently ridden in one of the best American aeropianes, studying the application of an aeroplane motor to the wants of aerocraft. Some of our directors have done considerable aeroplane riding and know the serious needs of the aeroplane art for the very best motors which can possibly is probably unusual for a cor-

poration to go out of its way to pro-duce such military devices as aero-plane motors, because the demand for DOWNTOWN HOUSE them will probably be uncertain. Yet our directors feel that it is a part of the important duty of manufacturers in this country to mobilize their facilities into such form as that they might be availed of in time of need. We feel that our Government is going to find important need of co-operating in the development of what would be the serious wants of our country in time of military trouble, in case such an unfortunate condition should come The Columbia Automobile Supply Company, of 3037 Fourteenth street northwest, has outgrown the quarters orthwest, has outgrown the quarters has occupied in Mt. Pleasant during the last decade, and has just opened one of the largest downtown supply houses in Washington.

The new situation is the northeast corner of Thirteenth and H streets, and

to pass.
"I feel that I have understated the proposition as to the views which our directors hold of the duties of manudirectors hold of the duties of manu-facturers in this country to work in co-operation with the Government offi-cials so that we may be ready for any contingency. Our company feels want it is its duty to carry on this work toward the condition of military pre-paredness which all our directors thor-oughly believe is the important neces-sity of the day.

oughly believe is the important necessity of the day.

"This is not because we are of a war-like disposition. But three out of seven directors of the Packard company nave served in the United States army or navy in time of war, and two others have served long tours of duty in the Michigan State troops. It is not therefore, unnatural that our company realfor stock and storage rooms, and the basement for the oil and gaselene stor-Robert L. Sonne, proprietor, has placed Courtney M. Marcy in charge of the new branch. Being a Washington man and personally acquainted with the man and personally acquainted with the majority of automobile enthusiasts in the city, Mr. Marcy's apointment to the new position is expected to be received with satisfaction by the motoring public. For the last three years he has been connected with the mechanical department of Miller Bros.' Automobile Supply House, and is generally given credit with knowing "how to make an automobile from a tin can." izes to a greater extent than the aver-izes to a greater extent than the aver-age manufacturer the very serious distress which would exist in time of trouble for want of equipment being available on sudden call to meet the conditions of war which always occur with surprising suddenness. with surprising suddenness. "We had not contemplated making

"We had not contemplated making any public announcement of our activities along these lines, but since the rumors have reached your paper and you have asked me for a statement of motors of in the neighborhood of 100-horsepower and 200-horsepower for light I should not state that we are engaged in seeking to develop aeroplane soul, aeroplanes and heavier duty Besides the repair for automobiles and motorcycles, the new branch will have a complete bleycle repair shop for both the tires and framework. As soon as the pipe line can be laid to the side-walk, gasolene will be supplied at cost. scout aeropianes and heavier

Slang Fables MotordoM

The Wising of the Lonesome Rube.

By MONTE W. SOHN.

Once upon a time there was a Regular Guy who earned the Title without battling Kid Booze for the Championship. He didn't know every Bartender in the town by his first name but he knew where they Held Forth and whenever the Bunch was headed for the Imitation Mahogany he Usurped the Privilege for the First Round. He did not consider that he was a Pillar of the Smirch, nor did he believe the Next

Stop was Purgatory Junction. In Short, although he only Went to Church on Easter Sunday he was a Regular Guy with capital Initials. Every Sunday Afternoon he used to Sit in the Window of the Commercial Club and Sip Highballs he didn't like because he was Afraid the Steward would think he was a Piker if he didn't buy. While he sat there he used to Wish. Princi-pally he Yearned to have Someone Bawi him Out for Spilling Ashes All Over the him Out for Spilling Ashes All Over the Floor, or not Wiping his Feet before he Came in. His Six-Days Pals were Afraid to Take him Home to Dinner because he was their Standard Alibi for being Late and getting Inundated. Now the R. G. was Hep to the Dope and he Knew he was an Angora Scape-goat for Friends' Husband, and when he Finally Bolled it Down, he Blew In Two Thousand Beans on a Seven Passenger STRUTAN SWAGGER.

Two weeks after he Pulied the first Casual, among his S. D. Pals, announcing that he was Campaigning the Domestic vote from his new Bus he had fourteen invitations to Dinner, fifteen of them Coming in the Mail.

them Coming in the Mail.

them Coming in the Mail.

He got so Popular that he had to Mortgage an Expert Mechanic to bat for a Chauffeur because the STRUTAN SWAGGER never stayed in the Garage long enough to Change a Shoe.

He was Tickled. He had not only Sewed up Friends' Wives, but the S. D. Pals became Seventh Day Adventists and let him bring the STRUTAN SWAGGER around Any Sunday to Pay them a Visit, but Come Early and We Can get Back By Ten P. M.

Then, One Day when he was Dictating to his Stenographer, she Blurbed a Query and Looked into his Lamps. He Got Dizzy in large Quantities and forgot that he was Bald. And then he Remembered Something he had Read in a Novel at the Club a long time Ago.

But he Couldn't Say it. He recog-pized her as the heroine of Eighty Six Magazine Covers and each of the Six Best Sellers. And so they were Married.

Six months of the Period Trailing the Last Sentence Passed, and then the R. G. was Put Next to an Earful by the Delightful Director of his Destiny. He discovered a Number of Things Hitherto Overlooked and he Flopped to the Fact that he had been Prize Book and Simple Simon to a Battalion of Acquaintances who Played him for a Sucker.

and climple simon to a Battalion of Acquaintances who Played him for a Sucker.

He Recalled that in a Year he had Driven the STRUTAN SWAGGER 78,000 Miles; that whenever he Carted a Load of Friends in his Bus to a Drinkery, the Mafe Guests had been Singularly Negligent when Garcon Arrove with the Check; that he had Fed his STRUTAN SWAGGER nearly 7,000 Gallons of Gas at 18 cents; that he had been the Goat for the Cash at about 1.000 dinners of Five Platters Average: That Every Time he had to Change Tires En Route the Gang went Picking Flowers or Chestnuts; that his Popularity had Nicked him about \$100 per Pop and that he was Married to Eve, in the Garden of Eden with the Wriggler Lashed to the Mast.

In the Garden of Eden with the Wriggler Leshed to the Mast.

He Checked in the STRUTAN SWAGGER for a FLYING FRITZ Runabout
with Two Seats and No Auxiliaries, and
his Calling List is now Pruned to Box
Offices and his Spouse's Poor Relations.

Moral: Every Ruba Courts for a

Moral:—Every Rube Coughs for a Bundle of Kale in his time, but S. or L. Somebody Pulls his Blinkers and Lets him Lamp an Eyeful.

Jovo Stops Punctures

Two tires on our car were purposely punctured in Washington in the presence of several newspaper men and others. Two nails were driven into the tires up to the heads.

The car was then driven to Baltimore City Hall, and the newspaper representatives accompanied it.

Mr. R. E. Lee, Secretary to Mayor Preston, drew the nails

There Was No Air Leakage

JOVO in the Tires Prevents Any Leaks From

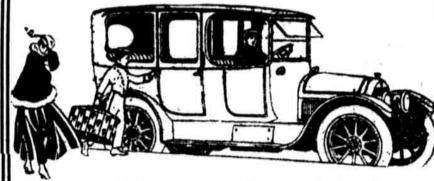
Have the Tires of Your Car Treated With J-0-V-0

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> Jos. A. Vogel Co., Manufacturers. Laboratories, Wilmington, Del.



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5.00 Hand Horns 3.50	Absorbers\$10.00
8.00 Electric Horns 5.00	12.00 Ford Shock Absorbers' 6.50
10.00 Spark Plug Pumps 4.50	5.00 Ford Lighting
20.00 Clocks 7.50	Outfits 3.00
8.00 Clocks 3.50	2.50 Double Action Pumps 1.7
5.00 Clocks 3.25	10.00 Leather Coats 6.00

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